

To-day's Advertisements.

"The evil that men do lives after them, The good is often interred with their bones."

It is True

that much "good that men do" dies with them. The "good they do" by means of life insurance is not "interred with their bones" but "lives after them," to bless and protect those they loved in life.

By means of some of the Equitable policies, you can be sure that the "good that you do" will live after you for twenty, thirty, forty or even fifty years.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES
Hongkong, 18th December, 1899. [15704]
CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above TO-MORROW, the 19th instant, at Daylight. The attention of passengers is directed to the Superior Accommodation offered by this Steamer. The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th December, 1899. [15374]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 23rd instant, at Daylight. This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 18th December, 1899. [15714]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENLARI,"
Captain Kroble, will be despatched as above on SATURDAY, the 23rd instant, at Noon. For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th December, 1899. [15684]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 18th December, 1899. [15134]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KORE.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on MONDAY, the 25th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1899. [15474]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once. Cargo remaining on board after the 20th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 18th December, 1899. [15674]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE,"

FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & CO., LIMITED, Agents.
Hongkong, 18th December, 1899. [15704]

To-day's Advertisement.

CHRISTMAS & NEW YEAR HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on SATURDAY, MONDAY and TUESDAY, the 23rd, 25th and 26th instant, and on MONDAY, the 1st January, 1900.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LD., General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

DOUGLAS JONES, Secretary.

UNION INSURANCE SOCIETY OF CANTON, LD., Agents.

W. H. PERCIVAL, Agent.

CHINA TRADERS' INSURANCE CO., LD., Agents.

SHEWAN TOMES & Co., Limited.

YANGTZE INSURANCE ASSOCIATION, LIMITED.

GEO. L. TOMLIN, Secretary.

CHINA FIRE INSURANCE CO., LD., Hongkong, 18th December, 1899. [15694]

Intimation.



A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule \$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule 12.00

D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 12.00

E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule 14.40

F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40

B, C, and D are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED, QUEEN'S ROAD CENTRAL. ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 18, 1899.

REUTER'S TELEGRAMS.

The War.—Cape Colony.

LONDON, December 15th.

General Sir Charles Warren has arrived at Capetown.

Boers repulsed at Nauwport.

General French intercepted a body of the enemy proceeding direct to Nauwport. The enemy's guns were quickly silenced and the Boers forced to retire with a loss of forty killed and wounded. The British loss was Captain Mosley of the Dragoon Guards wounded, one private killed and seven wounded.

Natal.

The Artillery bombarded the Boer positions round Colenso on the 13th inst. The enemy did not reply.

Escape of Mr. Winston Churchill.

Mr. Winston Churchill has escaped from Pretoria.

LATER.

General Macdonald's Command.

General Hector Macdonald succeeds the late General Wagchope in command of the Highland Brigade.

General Methuen's Retirement.

The retirement of General Methuen's force on the Modder River was due to lack of water at the position taken up on Monday.

The Advance on Colenso.

A Boer despatch states that a great British force is advancing on the Boer position at Colenso.

Cape Colony.

A sharp skirmish took place ten miles to the East of the Orange River Station, on the 13th inst. A patrol of Mounted Infantry dislodged the Boers from their position. Zoutpansdrif, Casualties Capt. J. J. van der Merwe of the York and Lancaster Regt. wounded. Lieut. Gregson of the Buffs. and 10 men killed.

The Repulsed.

A despatch from General Buller dated December 16th. Chiefly Camp Friday reports a serious reverse. In attempting on Friday morning to force the passage of the Tugela river he was obliged to abandon eleven guns and retire on Chivley; he fears the losses are heavy. General Fitzroy-Hart who attacked the left drift was unable to force a passage, despite of the gallant attack of the Connaughts who were leading and who suffered heavily. Colonel Brooke was wounded. General Hildyard advanced on the right and occupied the Colenso station. In the meantime the whole of the artillery division supporting the attack advancing close to the river bed found it full of the enemy who opened a galling fire at close range, killing all the horses, thus making it impossible to bring away the guns, and as it would have been too great a sacrifice to force the passage unsupported by artillery, the troops were ordered to withdraw, and they returned to the Camp in good order. Throughout the day the enemy pressing on the right flank were kept back by Colonel Lord Dunderdale's mounted men and part of General Barton's brigade.

WEATHER REPORT.

The Observatory report says:—On the 17th at 11.55 a.m. the barometer continues falling over China, particularly in the North. The depression in N. China seems to be moving slowly Eastwards. Gradients slight, with light variable winds on the coast and light monsoon in the N. part of the China Sea. FORECAST:—E. or varying winds, light; fair. On the 18th at 11.55 a.m. the barometer has risen considerably on the E. coast of China, fallen slightly on the S. coast and over the Philippines. Pressure is highest over N. China, and the depression is probably moving Eastwards in W. Japan. Pressure is also low, apparently, in the Pacific to the S.E. of Luzon. The monsoon will probably freshen considerably in the Formosa Channel and N. part of the China Sea. FORECAST:—N.E. winds, freshening; changeable, becoming cooler.

LOCAL AND GENERAL.

A Marine Court will assemble at the Harbour Office to-morrow at 10.30 a.m. to enquire into the loss of the British steamship *Hupel*.

The returns of the number of visitors to the City Hall Museum for the week ended 17th December are:—Europeans 185, Chinese 1,099; total 2,275.

CRICKET.

LONG & SHORTS.

These two opposites of the Cricket Club played a match on Saturday. The "Longs" had decidedly the best of it, scoring 238 in their first innings against 73 of the "Shorts." Lieut. Hall and Dr. Lawson were responsible for 66 and 57 respectively. Mr. Woodgate made a useful 41. Maitland (19) was the chief scorer for the "Shorts." Score:—

THE LONGS.	
First Innings.	
Can. Langford, R.A., c. sub. b. Wild	11
A. Mackenzie, b. Lee	11
Dr. Lawson (capt.), c. sub. b. Woodgate	66
Lieut. Hall, R.W.F., c. sub. b. Woodgate	57
Rev. G. R. Vallings, b. Woodgate	10
H. R. Hancock, b. Woodgate	10
A. Woodgate, c. Green, b. Can.	41
J. Hall-Atton, R.W.F., c. Woodgate, b. Can.	2
E. Mast, b. Vallings	2
J. E. Lammer, b. Lee	2
S. Stevens, c. Woodgate, b. Hancock	2
H. Wilkinson, R.A., not out	0
Extras	9
Total	238

SHORTS.	
First Innings.	
K. W. Muncey, c. Vallings	11
P. N. Wright, R.N., c. Vallings	11
Major Buttanshaw, c. sub. b. Woodgate	23
F. Maitland (capt.), b. Lawson	10
Dr. Tuck, R.N., c. Lammer, b. Woodgate	1
P. A. Cox, c. Hancock, b. Lawson	1
J. Wild, b. Vallings	4
L. Lee, b. Vallings	2
Dr. Atkinson, c. Hall, b. Lawson	2
H. E. Green, c. Woodgate, b. Hancock	2
E. E. Silk, R.N., not out	0
Extras	9
Total	73

SECOND INNINGS.	
Dr. Atkinson, not out	31
E. E. Silk, R.N., c. Mackenzie	6
P. N. Wright, R.N., b. Mackenzie	6
Dr. Tuck, R.N., c. Lammer, b. Woodgate	1
P. A. Cox, c. Hancock, b. Lawson	1
J. Wild, b. Vallings	4
L. Lee, b. Vallings	2
Dr. Atkinson, c. Hall, b. Lawson	2
H. E. Green, c. Woodgate, b. Hancock	2
E. E. Silk, R.N., not out	0
Extras	9
Total	54

BOWLING ANALYSIS.	
Over.	Maid. Runs. Wides. N.B. Wickets.
Lee	15.0 4 39 1 1
Wild	10 0 45 0 2
Cox	10 0 40 0 1
Maitland	1 0 20 0 1
Green	3 0 35 0 1
Buttanshaw	2.5 0 25 0 1
Johnson	9 0 35 0 1

SHORTS.	
First Innings.	
Over.	Maid. Runs. Wides. N.B. Wickets.
Woodgate	8 1 24 0 1
Langford	10 0 30 0 2
Lawson	8 0 32 0 1
Hancock	0.2 0 12 0 1

The Royal Engineer Recreation Club played two cricket matches last week, one Thursday against H.M.S. *Thumper* and the other against the Hongkong Police on Saturday, scoring a win in both instances making 80 to 51 in the former and 89 to 55 in the latter.

REGATTA REGULATIONS.

The following are extracts from the Government Gazette of 16th December 1899. Under the provisions of Section 2 of Ordinance No. 10 of 1869, the following regulations, having been approved by His Excellency the Governor, will be observed on the 19th and 20th instant, being the days of the Victoria Recreation Club Regatta:—

1. A Red Barge will be hoisted at a staff on the Judge's Stand 5 minutes before the starting of a Race, and will be kept flying until that race is finished.
2. During the time that this Red Barge is flying, all boats, junks, &c., are to keep outside the Western Boundary of the Course in order not to interfere with the competing crews.
3. The Western Boundary of the Course will be drawn from the Judge's Stand of the Kowloon Godowns to the Gunboat mooring-buoys off the Royal Naval Establishment at Kowloon, and continued on to Tai-kok-tai Point.
4. Launches following the Races must keep astern of the sternmost of the competing boats.

(V.B.—This regulation does not apply to the launch of the Umpire or other Official of the Club.)

R. MURRAY RUMSEY, Retd. Comdr., R.N., Harbour Master, &c.

Harbour Department, Hongkong, 12th December, 1899.

PUBLIC HOLIDAYS.

His Excellency the Governor has been pleased to appoint Saturday, the 23rd day of December, 1899, to be observed as a Public Holiday, and Tuesday, the 2nd day of January, 1900, as a holiday in the Government Department, in addition to the following Public Holidays prescribed by Section 6 of the Holidays Ordinance, 1873, viz:—

Christmas day.
The 26th day of December.

The 1st day of January.
By Command,
J. H. Stewart Lockhart, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 16th December, 1899.

LEAVE OF ABSENCE.

His Excellency the Governor has been pleased to grant Lieutenant G. C. Fullerton, "A" Machine Gun Company, Hongkong Volunteer Corps, twelve months' leave of absence with effect from the 22nd November, 1899.

By Command,
J. H. Stewart Lockhart, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th December, 1899.

CONCERT AT ST. ANDREWS HALL.

A concert was given at St. Andrew's Hall on Saturday evening before a good house, in aid of the "Kowloon Institute" and the "Star" Coffee House. The singing was well appreciated, judging from the generous applause lavished on the singers, especially after the "Vallings" exquisite rendition of "Remember Me" but her encore song "I remember" was though sung to the audience who were hoping for one of the sweet Scotch ballads, with which Mrs. Vallings so easily succeeds in charming her listeners. Madame Scullfort and Mr. Grace's efforts, also were evidently well appreciated both being heartily recalled.

The following is the programme:—

- 1.—Song "The Gallant Salamander" Barnard.
- 2.—Song "Ask nothing more" Mrs. Vallings.
- 3.—Song "Madrigal" Crompton.
- 4.—Song "The Jewel Song" (Faust), Gounod. Madame Scullfort.
- 5.—Song "The Bedouin Love Song" Pinsuti. Mr. C. H. Grace.
- 6.—Violin Duet (1) "Sonatina" Weber. Mr. C. Schreier and Mr. H. A. Siebs. Piano Maestro Galuzzi.
- 7.—Song "Love could I only tell thee" Mr. G. H. Ardron.
- 8.—Song "Unless" Mrs. Buttanshaw.
- 9.—Song "Occhi di Fata" L. Denza. Mr. R. De Cato.
- 10.—Duet "Hamlet" A. Thomas. Madame Scullfort and R. De Cato.
- 11.—Recitation The Hon. H. E. Pollock.

SOUTH AFRICAN WAR.

"SAULERS AND SOLDIERS FAMILIES FUND."

The undersigned begs to acknowledge with thanks receipt of the following subscriptions: to the above Fund.

T. JACKSON, Hon. Treasurer.

Further subscriptions will be thankfully received.

Already acknowledged	\$59,854.11
Hon. F. H. May, C.M.G.	500
A. J. Robson	10
P. C. Patel & Co.	15
Dr. J. H. Swan	10.25
A. Abdulla & Co.	10
C. H. Grace	10
Mrs. Grace	10
W. T. Marlow	10
C. M. Bhassania	10
H. Fazlully & Co.	10
P. Eduljee	10
E. Elean & Co.	10
G. A. Nicol, s.s. Sabine Rickmers	10
J. K. Archibald	5
T. Powell	5
A. Dansfield	5
Thos. Kerr, s.s. Takung	5
W. S. Thomas	5
A. Wilson	5
W. H. McIntosh	5
A. C. Smith	5
H. D. H. s.s. Heungshan	10
R. Kellar, s.s. Chunshan	3
J. Paterson	2
R. Cox, s.s. Taisang	10
J. R. Wilson, s.s. Hailong	10
C. Reed	5
D. Birkworth	5
A. C. A. Corneke	5
P. Primrose, Jr.	5
A. A. Campbell, s.s. Loungung	5
E. Manecchi & Co.	5
P. D. Gola & Co.	5
D. Abbas	5
M. Ismail	5
Cassim Mahomed & Co.	5
Queen's College Boys' further subscription	1000
Suscribed by British Community	
Yiolo	1000
H. Smith Cosmopolitan Dock	
E. J. Main	
J. Lambert	
W. Mason	
T. Warrick	
W. Hutchison	100
J. Humphrey	
A. Mc. Therson	
E. Smith	
W. Dalton	
J. R. Crank	

WILLIAM MACLEOD, D.D.S.

Dentist.

2nd Floor Thomas Grill Room.
Hongkong, 14th December, 1899. [15494]

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Hon. W. M. Goodman, Acting Chief Justice.)

December, 1899.

This morning the usual monthly Criminal Sessions commenced at the Supreme Court. Mr. Francis asked that the case against Wong I for harbouring females for immoral purposes might be adjourned until to-morrow, as he had only just been handed the brief, and so had not had time to prepare. His only excuse was that the Wong I was a woman, and a Chinawoman.

The Acting Attorney General did not object. His Lordship said that prisoners ought to be ready to take their trial, at the first day of the sessions and that this week would be very busy as quite a few semi-and whole holidays were advertised during the week. He asked if the Attorney-General had other cases to proceed with, if so he would grant the postponement.

FORFEITURE.

The case against Leung Fuk, charged with—

1. Offering, altering, depositing and putting off a forged request with intent to defraud.

2. Obtaining goods by virtue of a forged request with intent to defraud.

3. Demanding goods by virtue of a forged request with intent to defraud was proceeded with.

The Hon. H. E. Pollock (Act. Attorney-General) prosecuted. Prisoner being defended but pleaded "No Guilty."

The following gentlemen were sworn in to act as jurors:—

W. H. T. Day, F. E. X. Remedios, At. M. Dourdin, H. W. Rumker, R. E. Humphreys, A. Sinclair and F. J. Barros.

The Hon. H. E. Pollock, in opening the case against the prisoner said, that he was charged under six counts, under the forged ordinance. The prosecution would show that prisoner went to a man named Li Hong, a chop and stamp carver, who had a stall at the bottom of Wing Sing St. on the 27th October, and got him to cut a wooden chop bearing characters representing the firm at

Intimations.

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&c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [12394]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-
THE VICTORIA DISPENSARY,
HONGKONG.

1247a]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

[1242]

12th October, 1898.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:-
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of

TOYS AND FANCY GOODS,

AT

MODERATE PRICES.

D. NOLA.

No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 16th December, 1899. [1352a]

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SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [139]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [140]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11]

To be Let.

OFFICES TO LET.

No. 2A, ICE HOUSE STREET. Immediate
Possession.

Apply to

W. DANBY,
Civil Engineer & Architect.

Hongkong, 7th October, 1899. [1281a]

TO LET.

HARFORD'S MAGAZINE-GAP

GODOWNS at KENNEDY TOWN.

GROUND FLOOR, 52, PEEL STREET.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 17th November, 1899. [12]

Entertainments.

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR
DRAMATIC CLUB

will give

TWO PERFORMANCES

of the

LAUGHABLE FARCE

entitled

"MOTHER-IN-LAW"

IN THREE ACTS

by

TALFOURD TWIGG, Esq.,

on

THURSDAY, 21st December, 1899,

SATURDAY, 23rd December, 1899,

Commencing Each Evening at 9 p.m. precisely.

Dress Circle, \$3. Stalls, \$2. Pit, \$1.

Half-price to Pit for Soldiers, Sailors and

Police in Uniform.

Tickets can be obtained at the Booking

Office of the Theatre, City Hall, on and after

MONDAY, 18th December, at 10 a.m.

Booking Office will be open daily from

that date from 10 a.m. to 4 p.m. daily.

Late Trains will run 1 hour after the fall of

the curtain.

H. C. NICOLLE,
Acting Manager.

Hongkong, 14th December, 1899. [1498a]

THEATRE ROYAL.

CITY HALL.

A

GRAND ENTERTAINMENT

will be given on

SATURDAY, the 6th January, 1900,

in the

THEATRE ROYAL,

at 9 P.M.

In Aid of the

SOUTH AFRICAN FUND.

Under the Patronage of

H.E. Sir HENRY & Lady BLAKE,

H.E. Major-General & Mrs. GASCOIGNE,

Commodore & Mrs. POWELL,

and all the

Leading Citizens.

Full Particulars Later.

Hongkong, 12th December, 1899.

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [18]

For Sale.

FOR SALE.

STOCKBROKERS' TELEGRAM CODE,

Cloth, 492 pp.—\$50; Postage Extra.

Approval.

c/o Office of This Paper.

Hongkong, 25th November, 1899. [1468a]

Mails.

PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON,

1900.

NOTICE.

THE Undermentioned Vessels will sail from

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for

MARSEILLES, PLYMOUTH

and LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Tons.

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Massilia... 5026 April 10 April 14 April 20

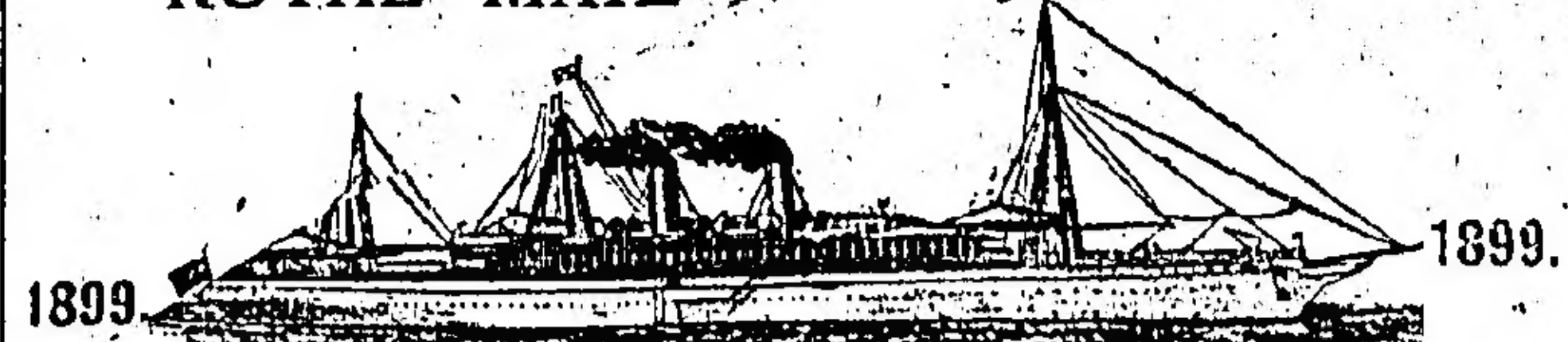
For Freight or Passage, apply to

H. A. RITCHIE,
Superintendent, Hongkong.

4th December, 1899. [1499a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

*Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street. [13]

Hongkong, 27th November, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO

Saint Louis... 1,387 W. Atwood... Dec. 30

City of Dublin... 1,328 J. R. Rae... Dec. 30

Reconshire... 1,359 G. E. Elliott... Jan. 13

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire... 1,874 W. A. Evans... Dec. 23

Aberdeen... 1,777 J. Murray... Jan. 27

The attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment Service.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 14th December, 1899. [14]

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Strathgyle... 1,523 about Dec. 30

Arden City... 1,502 about Jan. 10

Belgian King... 1,379 about Jan. 20

Carmarthenshire... 1,299 about Jan. 31

THE Steamship

"STRATHGYLE"

will be despatched for SAN DIEGO VIA
KOBE, YOKOHAMA and HONOLULU,
on SATURDAY, the 30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

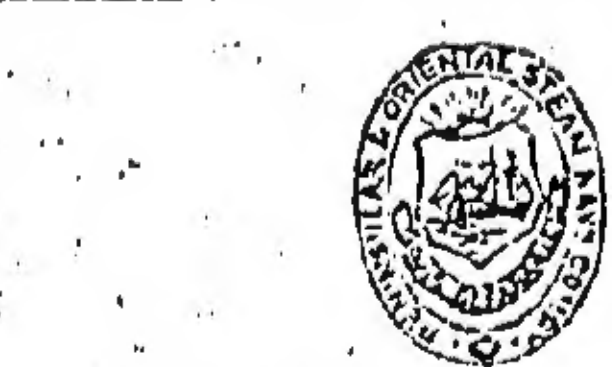
For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 11th December, 1899. [1330]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ARABIA, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain F. W. Vibert, R.N.R., carrying Her

Majesty's Mails, will be despatched from this

for BOMBAY, &c., on SATURDAY, the 23rd

instant, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

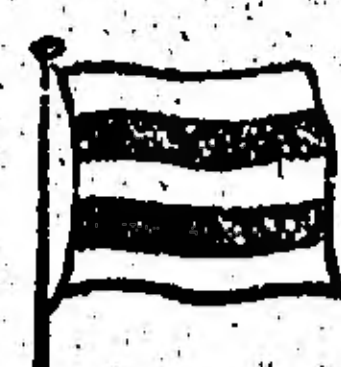
H. A. RITCHIE,
Superintendent.

Hongkong, 9th December, 1899. [13]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



THE UTILISATION OF LIGHT
DRAUGHT STAMERS ON
THE WATERWAYS
OF CHINA.

Last Saturday night there was a large gathering of members of the Engineers and Shipbuilders Institute, to hear a paper on the above subject read by Mr. Jacks. Mr. Cook of the Hongkong and Whampoa Dock Co. took the chair and introduced the reader. Among those present were Messrs. Sinclair, Kinghorn, Skinner, Rumsey, Baine, Lt. Hobson, U.S.N., and Capt. Anderson.

Before reading his paper Mr. Jacks read extracts from an address given by Mr. Wenyon and published in the Colonial Institute Journal of 1898.

For some time past the attention of merchants all over the world has been directed to the possibility of a great extension of commerce in the Chinese Empire, owing to the opening up, in part at least, of the magnificent waterways of the Middle Kingdom. We are now in our turn called upon to produce the craft which will navigate these rivers to the best advantage, and safely and quickly carry the commercial products of the country to the market, and our imports in and through these vast regions. The accompanying sketch map (reproduced and enlarged on the black board) of the principal trade routes will give a very fair idea of how far the river steamboat may be utilised, and the comparison which we are able to make, with the results arrived at by the French in Tonquin, will give us a notion of the difficulties to be encountered and overcome. According to Mr. E. Kocher, late of the Imperial Chinese Customs, the main branch of the West River is navigable up to Peking on the Yunnan border, and the other branches and ramifications of its tributaries allow native craft to traverse nearly the whole of Kwangsi and Kwangtung. One of the latest maps of this region, published only a few months back by a French Missionary, the Rev. P. Renault, at Nan-ning, also gives Peking as the limit for large junks. These junks he says carry from 35 to 40 tons in the summer time, when the water is high, and from 10 to 15 tons during the three dry winter months when the river is low. From Nan-ning to Peking the journey occupies ordinarily from 10 to 15 days, and from Nan-ning to Lung-chow a day or two more. Now the writer maintains, that where those primitive craft can go the river steamboat can follow, doing easily in one day the mileage they do in ten, and in the case of light and well designed steel boats with perfect safety; whereas the junks are often wrecked and broken up on the stones and rocks which abound in the rapids. Father Renault states that there are several rapids between Wuchow and Nan-ning; one below Houen-chow being considered dangerous, and speaks of the prospect of English built boats of light draught being built for the purpose of navigating them. He proceeds to say that a first trial has already been made in Sept., 1898, when a small steamer ran between Wuchow and Nan-ning for about a month. None of the Chinese built light draught launches, the writer has observed, have so far fulfilled the conditions necessary for this kind of navigation and would probably soon come to grief; it is most likely therefore, on that account, that the run has not been continued. In Mr. A. Colquhoun's account of his voyage across China, he states that the West River might easily and at no extravagant cost be made navigable to light draught steamers for a great distance inland. As you know, the *raison d'être* of the Tonquin Campaign was to secure a trade route from the sea to Yunnan and our French neighbours by dint of heavy subsidies to shipowners, opened regular lines of traffic up to Laokay on the Frontier of Yunnan, about the same distance from the capital, Yunnan-fu, as Peking. Goods are also conveyed to this important commercial centre from Su-chow by way of the Yangtze, and the river might be made navigable to the three great rivers come within a few hundred miles of each other. The Songkoi or Red River is navigable all the year round, up to Tun Quan or Yenba. From there to Laokay, there are three months during which the passes in the rapids become very narrow and shallow, and only the smallest type of boat can go up, carrying mails but no cargo. These rapids are sometimes difficult to negotiate, as they are generally caused by some bend or obstruction in the river, such as the Tac-tui or grand rapid, which is situated just below a sharp elbow of the river, an island of corals stones being thrown up in the middle, the current in the channel, running over seven knots by the patent log. Photographs of rapids on the West River, by Mr. Colquhoun, show a very similar formation to those in Tonkin and from views of the cataracts on the Nile, the writer is convinced that they are all much about the same, and that the modern steamboat can overcome these obstacles, and although we are not quite prepared to build boats to run on the dew, or on a fog, as they say they do in California; still, if there is a couple of feet to go on, and width to pass (which can be made with a judicious application of dynamite where necessary) it is possible to get there. As to the time required to reach Yunnan-fu by the different routes, let us take first the Tonquin route, from Hongkong to Haiphong, minimum two days, Customs' formalities and transshipping occupying generally three days; transshipping again at Hanoi, one day; Hanoi to Laokay, five days; Laokay to Yunnan-fu, fifteen days, total 23 days. The present time from Hongkong to the capital of Yunnan would be if cargo was transhipped to Junk at Samshui, about 43 days; if continued by river steamer, Peking would in ordinary circumstances, be reached in 4 or 5 days; thence to Yunnan-fu, 16 days; total 23 days. Thus it is possible for imports to reach the central market of Yunnan and beat the Tonkin route by a few days, to say nothing of escaping from the French transit tariffs, high freights, and repeated transshipments. Of the Yangtze route, although the time would be a little longer, still it must be remembered, that Hankow is practically a seaport, and that the rich province of Szechuan, and the northern part of Yunnan, would probably be supplied by that route, as soon as river steamers, came on the scene in the upper reaches.

The type of boat most suited for shallow rivers, has been a keenly disputed point. Mr. Yarrow backing up the stern wheel, whilst Mr. Thornycroft brought out the guide blade propeller; French builders tried boats with tunnels built for the propellers, sometimes amidships, sometimes aft, the screw being only partially immersed when the boat was at rest, the water rising and filling the tunnel as full speed was attained. In shallow water however the hull comes so close to the bottom that the supply of water is insufficient and the propeller only acts as a churn; moreover the danger of the screws striking, or getting fouled by debris, completely precludes the practical use of the screw propeller in rivers such as we have to deal with. We have to go back to the first year of the present century, to find the only type of boat that can successfully tackle narrow and tortuous rapids with any degree of safety, and there we find the Clyde-built steamer, the *First Clyde*, which was working on the Tath and Clyde Canals. She was built by Symington in 1801 and called the *Charlotte Dundas*.

Our American cousins, or one of them at all events, caught up the idea from which, in all probability, the design of the great and wonderful steamboats of the Ohio and Mississippi sprang. But to come down to date, their superiority for river work was first brought to the front in Europe during the Nile Campaign of 1885, when the Yarrow boats, *Lotus* and *Water Lily* successfully passed the cataracts, where two of Messrs. Cook's side wheel boats had been wrecked. The French Government ordered about a dozen for Tonquin from a firm in Paris, which were sent out in pieces and erected at Haiphong. With these boats naval officers made strenuous efforts to reach the frontier but without success. When you look at a sample of the boat they had, you will not be astonished, for they would neither steer with certainty, nor steam at any speed. Another type, longer and narrower, went too far in the other direction, and found difficulty in turning in the rapids, generally returning to the arsenal demolished in one way or another.

The first steamer to reach the Chinese Frontier by inland water was built of wood from an American model, the engines were likewise of American origin, with long wooden connecting rods. The principal dimensions of this boat were as follows: 100 feet long, 20 feet beam, 4 feet 6 inches deep, engines 10 cylinders, 3 feet stroke high pressure exhausting into the funnel. Her speed however was barely sufficient, and hawsers were required in the big rapids to steady her through. The model however was a step in the right direction and two larger composite boats put in hand, the first of which, the *Yunnan* made a record trial trip in the Summer of 1890 with Governor General Piquet and his staff on board, five days from Hanoi to Laokay, at a time of heavy floods when the junks, ordinarily taking 6 weeks, could not face the current at all. These wooden boats ran great risks, the first, the *Laokay* after running about three years, struck a rock and sank in deep water, a total loss. The *Yunnan* ran fairly clear, but her sister ship the *Choboo* has been sunk three times, at different points of the river. This decided the abandonment of wood for steel hulls, and three of mild steel followed; improvements, based on experience, taking place in machinery and model at the same time.

In describing the construction of these boats, perhaps the best example will be that of a Columbia river steamer-wheeler, and to the iron shipbuilder or engineer, it will no doubt appear an extraordinary structure, but for distribution of weights by the system of trussing employed, it would be difficult to beat. The hulls are constructed with all the lightness in any way consistent with safety, and failing to pieces, and only high pressure engines are used. The valve gear has often to be adjusted as the boat is loaded or unloaded, as the fact of the boat being slack or tight on her staves will cause a difference of length of the eccentric and valve rod, of in extreme cases, 18". The lines of some of these boats, especially those plying on the Columbia river are very graceful, the straight stem having been retained, and wonderful speeds are obtained in some cases. The lines of course vary according to the work the boat is built for, cargo boats having a shape very full and harp, adding increasing buoyancy as the dead weight of freight increases. Tow boats are sharper, as their coal is generally carried amidships, whereas cargo carriers often pick up tons of stuff from the river bank and land it at next stoppage, without shifting it from the bow. On that account the best general shape, is well defined, rising lines, so that the displacement is made downward rather than sideways. This prevents the boat when driven hard from burying herself; the wall sided model having in some cases shown speed, whilst exerting more power. Model No. 2 was a good example of this as during her first voyage, although the stem was fully five feet above still water line, the wave in some of the rapids actually foamed over the bow. After visiting the Columbia river steamboats, closely examining their structure, and following their movements, the writer decided to take a departure from the original American model and try the spoon bow, as adopted by Yarrow and other builders in England. Models No. 6 and No. 7 were built together, of the same displacement and having duplicate sets of compound surface condensing engines; the result was about a quarter of a knot of speed, in favour of the spoon bow in still water, and very great facility of manoeuvring in the rapids, where the wall sided bow is liable to be caught by the current on one side, and the boat whirled round like a tea-tum. The midship section is perfectly flat to the bottom, (the drawing shows the overturning guards). These boats are steered by two, three, or even four rudders, fixed usually between the stern and the wheel. Outside rudders are not only too much exposed, but have no control over the boat at all in backing, and if not soon smashed up by drift wood thrown on them by the wheel, they would probably get broken off at the first sharp turning; as owing to the form of the stern, it swings round in obedience to the rudders guiding the bow into the channel; and it is not at all an uncommon sight to see the wheel throwing mud and soda off the bank, over the awning aft. The old Mississippi boats used to have one balanced rudder amidships, and two wing rudders, and these wing rudders were hooked on to what was called a bustle, built in the hull, leaving a sort of tunnel, in the middle of the stern, where the water came up to the wheel, and which left room for the balanced rudder to swing. The bustle gave additional buoyancy to the hull right aft, but the steering power was not improved, and the boat could not guide herself going astern, which is necessary in leaving a river bank where there is no wharf. With the ordinary long stem rake the best form of rudder is a fork with a round stem on it to take the tiller; which is attached to the other tiller by an adjustable coupling rod, the fork being deep and strong enough to take the whole depth of the rudder between its jaws. The rudder is thus simply two or three wide planks of sufficient thickness cut out to clear the round of the wheel, on the after half of the blade, the part under the stern hollowed out to clear the debris, that comes down the river after floods. Spare planks can be kept on board ready fitted, as with paddle floats, in case of accident. The wheel is often subjected to bruises and on that account should be built in the simplest manner possible. Feathering wheels, besides being too heavy, would never stand the wear and tear in these silt bearing streams, where the water is about the consistency of pea soup. The form of wheel the writer found most suitable, and giving least vibration, was of the ordinary radial type; having the largest diameter possible consistent with the power of the engines and size of the boat, three bosses, carrying paddle arms, so arranged that the floats on one half of the wheel are between those of the other half or staggered, sufficient space being left between the two rings to reef the floats when the boat is loaded.

(To be continued.)

Of warships building in England at the present time there are, as near as possible, 95. Twelve of these are battleships, 32 cruisers, 41 torpedo-boat destroyers, 4 gunboats, and 6 sloops. Of these about a quarter are building at the Government yards, the rest being under construction in different parts of England and Scotland.

UNCLAIMED
POST OFFICE

Letters for the following persons left at the Post Office:

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Crawford, J. R.
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Chief Engineer Hong Kong Railway
Cumpston, W. H.
Droz, E.
Dahl, L.
Falkentick, S.
Fehz, Dr.
Fakos, D.
Forsyth, G. G. S.
Fontana
Grimes, J. H.
Harding, W. A.
Hesketh, S. B. (2)
Hooper, G. W. (4)
Lyncham, F. H.
Israel, Esik
Jorge, J. V.
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Kalandar Khan

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S.S. Fornosa H. Gill (2)
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S.S. Moughut James Roberts.
S.S. Patroclus D. Pritchard.
S.S. Patroclus W. R. Wignmore.
S.S. Parang Chief Engineer.
S.S. Strathgyle Capt. T. G. Cumming (4)
S.S. Sungkian C. A. Howard.
Ship Simla Fielding.
S.S. Tinnan Capt. Anderson.

List of unclaimed Telegrams lying in the
Joint Telegraph Companies' Offices,
at Hongkong.

Andrew.
Baru Bayem.
Childs Hotel.
Calder Bingham.
Collier.
Docholung.
Goote Steamship Chusan.
Hadenite.
Hohetsee Manninwoh.
Kaderbacha.
Kiengeke.
Kongung Cheong—Wenglock Khye.
Kwanghoplung.
Kyoehingumi Co. Yassiamu.
Mate Ship Simla.
Miss Slade Prins Heinrich.
Mohamed Khan.
Morgan Bayem.
Poon.
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Rennie.
Robinson.
Tackesong.
Thiemong, Hongkong Hotel.
Turner.
Ward Post Office.
Washing.
Wibbur.
Wibbur.

Wongkong Co. Chanlyesang 86 Wellington St.
Wong Yee Chup Kuan Thui.
Yanshan.
Ziervogel Germania.
F. VON DER PÖRTZEN,
Manager in China.
Hongkong Station, 8th December, 1899.

Shipping.

STEAMERS.

CLAS STEAMSHIP COMPANY,
FOR SWA.
THE Company's Steamship
"THE"
Captain Passmore, will be despatched as above
above Ports, TO-MORROW, the 19th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers,
Hongkong, 18th December, 1899. [1538a]

HONGKONG AND MANILA REGULAR
LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGASPIPI"
Captain A. Yriban, will be despatched as above
on WEDNESDAY, the 20th instant, at Noon.
The Attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The Vessel is fitted throughout with
Electric Light, and the First class Saloon and
State-rooms are situated amidships.
For Freight and Passage, apply to
LIZARRAGA HERMANOS,
Agents,
No. 6, Beaconsfield Arcade,
Hongkong, 15th December, 1899. [1561a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU"
Captain Williams, will be despatched as above
on WEDNESDAY, the 20th December.
The Attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 23rd November, 1899. [1562a]

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU"
Captain Williams, will be despatched on
WEDNESDAY, the 20th December, at Noon.
The Attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 23rd November, 1899. [1562a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANSI"
Captain Carnaghan, will be despatched as
above on FRIDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 9th December, 1899. [1562a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS"
Captain Dickens, will be despatched as above
on TUESDAY, the 26th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 5th December, 1899. [1562a]

SHEWAN TOMES & CO.'S "NEW-YORK"
LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASAMA"
will be despatched for the above Port, about
the 27th instant.
The Steamship
"QUEEN ELEANOR,"
about the 15th January, 1900,
and
The Steamship
"MORVEN,"
about the 15th February, 1900.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 8th December, 1899. [1562a]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

CALLING AT PORT DARWIN AND QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE"
Captain C. Kock, will be despatched as above
on SATURDAY, the 6th January, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric-light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 9th December, 1899. [1562a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI"
will be despatched for the above Port about
the middle of January, 1900.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents,
Hongkong, 5th December, 1899. [1563a]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"DIOMED,"
Captain Goodwin, will be despatched on
TUESDAY, the 9th January.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th December, 1899. [1538a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALL"
Captain Bartlett, will be despatched on
FRIDAY, the 22nd instant.
Taking Cargo to LIVERPOOL at Lon-
don Rates.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th December, 1899. [1466a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR"
Captain Jackson, will be despatched on
TUESDAY, the 23rd January.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th November, 1899. [1539a]

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN,"
of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 21st instant, will be
subject to rent.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on THURSDAY, the 21st instant,
and THURSDAY, the 28th instant, at 9.30
A.M.
All Claims must reach us before the 28th
instant, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 13th December, 1899. [1594a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY"
having arrived from the above Ports, Consignees
of Cargo by her, are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
Optional cargo will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.
Goods not cleared by the 20th instant, will
be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in
the Godowns, and a certificate of the damage
obtained from the Godown Co. within ten days
of steamer's arrival, after which no claims will
be recognised.
McGREGOR BROS. & GOW,
Agents,
Hongkong, 13th December, 1899. [1548a]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Steamship

"GISELA"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This vessel brings Cargo:—
From Trieste, ex S.S. *Imperatrix*, transhipped
at Bombay.
From Venice, ex S.S. *Massimiliano* tranship-
ped at Trieste.
Optional Cargo will be discharged here unless
notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon on the 21st instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents,
Hongkong, 14th December, 1899. [1510a]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Countersignature, and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
J. S. VAN BUREN,
Agent,
Hongkong, 16th December, 1899. [3]

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge, or remaining
on board after Noon, the 20th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 16th December, 1899. [1562a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID,
SUEZ, AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From Italy, ex S.S. *Thaïs*.
From Madras, ex S.S. *Lodianna*.
Optional goods will be landed here unless
instructions are given to the contrary before 10
A.M. TO-MORROW.
Goods not cleared by the 21st instant, at
4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

J. A. RITCHIE,
Superintendent.

Hongkong, 15th December, 1899. [5]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA"
having arrived Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the office of the Undersigned before
Noon on the 22nd instant, or they will not be
recognised.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
22nd instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents,
Hongkong, 15th December, 1899. [1527a]

Intimations.

CARBOLINEUM-AVENARIUS.

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.Sole Agents for China,
LUTGENS, EINSTAMANN & Co.,
Hongkong, 15th September, 1896. [19]

JUST LANDED.

S.S. *Chingtu*.A SMALL Consignment of PINEAPPLE
BRAND AUSTRALIAN FRESH
STREAKY BACON.

